

PRE- JUMP TRAINING (T-11 Heavy)

THE FIVE POINTS OF PERFORMANCE:

The first point of performance is **PROPER EXIT, CHECK BODY POSITION, AND COUNT**. “**JUMPERS HIT IT.**” Upon exiting the aircraft, snap into a good tight body position. Keep your eyes open, chin on your chest, elbows tight into your sides, hands on the end of the reserve, with your fingers spread. Bend forward at the waist keeping your feet and knees together, knees locked to the rear, and count to **6000**, when jumping MC-6 series parachute count to **4000**.

At the end of your 6000 count, immediately go into your second point of performance, **CHECK CANOPY AND GAIN CANOPY CONTROL**. When jumping the T-11 series parachute, reach up to the elbow locked position and secure the front set of risers in each hand, simultaneously conducting a 360 degree check of your canopy. Your slider should be fully extended and begin to slide down the suspension lines. When jumping the MC-6 series parachute, secure a toggle in each hand, and pull them down to eye level, simultaneously conducting a 360 degree check of your canopy. If, during your second point of performance, you find that you have twists, you must compare your rate of descent with your fellow jumpers. If you are falling faster than your fellow jumpers or you cannot compare your rate of descent with fellow jumpers, immediately activate your reserve parachute using the **PULL DROP METHOD**. If, you are not falling faster than fellow jumpers then reach up and grasp a set of risers in each hand, thumbs down, knuckles to the rear. Pull the risers apart, and begin a vigorous bicycling motion. When the last twist comes out, immediately check canopy and gain canopy control.

Your third point of performance is **KEEP A SHARP LOOKOUT DURING YOU ENTIRE DECENT**. Remember the three rules of the air and repeat them after me. **Always look before you slip/turn, always slip/turn in the opposite direction to avoid collision, and the lower jump always has the right of way.** Avoid fellow jumpers all the way to the ground by maintaining a 25-foot separation when jumping the T-11 series parachute, and a 50-foot separation when jumping the MC-6 series parachute. At the end of your third point of performance, release all appropriate equipment tie downs when jumping the T-11 series parachute.

This brings you to your fourth point of performance, which is **PREPARE TO LAND**. At approximately 200 feet AGL, look below you to ensure there are no fellow jumpers and lower your equipment. When jumping the T-11 series parachute you will slip into the wind at approximately 200 feet AGL. If the wind is blowing from your left, reach up with both hands and grasp the left set of risers and pull them deep into your chest. If the wind is blowing from your front, reach up with both hands and grasp the front set of risers and pull them deep into your chest. If the wind is blowing from your right, reach up with both hands and grasp the right set of risers and pull them deep into your chest. If the wind is blowing from your rear, reach up with both hands and grasp the rear set of risers, and pull them deep into your chest. When jumping the MC-6 series parachute at approximately 250ft AGL, determine your direction of drift. If the wind is blowing from your left, pull your left toggle down to the elbow locked position. Once you are facing into the wind, let up slowly to prevent oscillation. If the wind is blowing from your right, pull your right toggle down to the elbow locked position. Once you are facing into the wind, let up slowly to prevent oscillation. If the wind is blowing from your rear, pull either toggle down to the elbow locked position. Once you are facing into the wind, let up slowly to prevent oscillation. If the wind is blowing from your front, make minor corrections to remain facing into the wind. Look below you to ensure there are no fellow jumpers. Transfer control of one toggle to the opposite hand, so that the other hand is controlling both toggles. With the free hand, release all appropriate equipment tie downs, and lower your combat equipment. Now regain canopy control with both hands. Assume a proper prepare to land attitude by pulling the toggles to the appropriate brake position. After you have slipped/ turned into the wind, you will assume a landing

attitude by keeping your feet and knees together, knees slightly bent, elbows tight into your sides, with your head and eyes on the horizon.

To aid the execution of slips, secure a firm hand hold by inserting your hand or hands into the slip assist loop(s). If you are unable to secure the slip assist loop, slip assist tabs are sewn to each riser to aid in gripping the risers.

The fifth point of performance is **“LAND”**. You will make a proper parachute landing fall (PLF) by hitting all five points of contact. Touch them, and repeat them after me. 1) **BALLS OF FEET**, 2) **CALF**, 3) **THIGH**, 4) **BUTTOCKS** and 5) **PULL UP MUSCLE**. You will never attempt to make a standing landing.

Remain on your back, and activate one of your canopy release assemblies using either the **“hand to shoulder”** method, or the **“hand assist”** method. To activate your canopy release assembly using the **“hand to shoulder”** method, reach up with either hand and grasp the corresponding safety clip. Pull out and down on the safety clip, exposing the cable loop. Insert the thumb, from bottom to top, through the cable loop. Turn your head in the opposite direction, and pull out and down on the cable loop. To activate your canopy release assembly using the **“hand assist”** method, reach up and grasp the corresponding safety clip. Pull out and down on the safety clip, exposing the cable loop. Insert the thumb, from bottom to top, through the cable loop. Reinforce that hand with the other. Turn your head in the opposite direction, and pull out and down on the cable loop. If your canopy fails to deflate when jumping the MC-6 series parachute, activate the other canopy release assembly. When jumping the T-11 series parachute, you will activate BOTH canopy release assemblies. Place your weapon into operation, remain on your back, and remove the parachute harness.

The next item I will cover is **RECOVERY OF EQUIPMENT**.

Once you are out of the parachute harness, remove all air items from the equipment rings. Unsnap and unzip the aviator's kit bag and roll it two-thirds of the way down. Place the parachute harness inside the aviator's kit bag, with the smooth side facing up. When jumping the MC-6 series parachute, leave the waistband exposed. Secure the risers, and place them under the parachute harness inside the aviator's kit bag. Remain on a knee, and begin pulling the suspension lines and canopy towards the aviator's kit bag, stuffing them in as you go. When jumping the T-11 series parachute, place the drogue parachute, deployment sleeve and bridle assembly on top of the main canopy. When jumping the MC-6 series parachute, route the waistband through the bridle loop; leaving six to eight inches of the waistband exposed. Snap, do not zip, the aviator's kit bag. Secure the reserve parachute to the aviator's kit bag, and place it over your head. Conduct a 360 degree check of your area, and move out to your assembly area.

The next item I will cover is **TOWED JUMPER PROCEDURES**

“JUMPERS HIT IT” If you become a towed jumper, and are being towed by your universal static line modified and are unconscious; you will be retrieved back inside the aircraft. If you are conscious, maintain a good tight body position with both hands covering your ripcord handle and an attempt will be made to retrieve you inside the aircraft. As you near the paratroop door, DO NOT REACH FOR US, continue to protect your ripcord handle. If you cannot be retrieved, your universal static line modified will be cut. Once you feel yourself falling free from the aircraft, immediately activate your reserve parachute using the pull drop method.

If you are being towed by your equipment, regardless of whether you are conscious or unconscious, that item of equipment will be cut or jogged free, and your main canopy will deploy.

If you are being towed from a rotary wing aircraft, maintain a good tight body position and protect your ripcord handle. The aircraft will slowly descend to the DZ, come to a hover and the jumpmaster will free you from the aircraft.

The next item I will cover is **MALFUNCTIONS**

There are two types of malfunctions, a total malfunction and a partial malfunction. A total malfunction provides no lift capability whatsoever; therefore you must activate your reserve parachute using the **PULL DROP METHOD**. There are several types of partial malfunctions and actions for each. If you have a semi-inversion, squid, cigarette roll or complete inversion with damage to the canopy or suspension lines, or a sleeve corner vent entanglement you must activate your reserve parachute for a partial malfunction. If you have a complete inversion with no damage to canopy or suspension lines, do not activate your reserve parachute.

If you have damaged suspension lines, blown sections or gores, compare your rate of descent with your fellow jumpers. If you are falling faster than your fellow jumpers, you will activate your reserve parachute using the pull drop method. If you are not falling faster, maintain what you have.

I will now cover **ACTIVATION OF THE T-11 RESERVE PARACHUTE SYSTEM**.

To activate the **T-11 reserve parachute**, you will use the **"PULL DROP METHOD."** **"JUMPERS HIT IT."** Maintain a good tight body position. Grasp the rip cord handle with either hand. Throw your head back and to the rear, pull out on the ripcord handle, and drop it. Your reserve will activate. Ensure neither hand is in front of the reserve parachute as it deploys.

If you activate your T-11 reserve parachute for a partial malfunction, any attempt to control either canopy will be useless as one canopy acts as a brake for the other. When activating your T-11 reserve for a total malfunction, let up on the reserve risers. Pull a good two riser slip, opposite your direction of drift, during your fourth point of performance.

The next item I will cover is **COLLISIONS AND ENTANGLEMENTS**.

"JUMPERS HIT IT. CHECK CANOPY AND GAIN CANOPY CONTROL." If you see another jumper approaching, immediately look, and then slip/turn away. If you cannot avoid the collision, assume a spread eagle body position and attempt to bounce off the jumper's canopy and or suspension lines and immediately look, and then slip/turn away. If you pass through the suspension lines and you do become entangled, snap into a modified position of attention. With either hand protect your ripcord handle. With the opposite hand attempt to weave your way out of the suspension lines the same way you entered, once clear immediately look then slip/turn away. If you become entangled, and are jumping the T-11 parachute, the higher jumper will climb down to the lower jumper using the hand under hand method. Once both jumpers are even, they will face each other, and grasp each other's left main lift web. Both jumpers will discuss which PLF they will execute. Both jumpers will conduct the same PLF. Neither jumper will execute a front PLF. Both jumpers will continue to observe their canopies all the way to the ground. If one canopy collapses, neither jumper will activate their reserve parachute as one T-11 series parachute can safely deliver two combat equipped jumpers to the ground. If both canopies collapse, both jumpers will immediately turn away, in order to create a clear path and activate their reserve parachute using the pull drop method. If you should find yourself on another jumper's canopy, double time off avoiding the bridle line and slip away. Be sure to stay away from the corner vents located on all four corners of the canopy. Should you fall through a corner vent or become entangled in the bridle line, stay where you are, and be prepared to execute a proper PLF.

If you are jumping the MC-6 series parachute, both jumpers will remain where they are, obtain a clear path, and immediately activate their reserve parachutes using the **PULL DROP METHOD**.

The next item I will cover is **EMERGENCY LANDINGS**.

The first emergency landing I will cover is the **TREE LANDING**. If you are drifting towards the trees, immediately look then slip/turn away. If you cannot avoid the trees, and have lowered your equipment, look below you to ensure there are no fellow jumpers, and jettison your equipment making a mental note of where it lands. If you have not lowered your equipment, keep it on you to provide extra protection while passing through the trees. At approximately 200 feet AGL, assume a good landing attitude by keeping your feet and knees together, knees slightly bent, and head and eyes on the horizon. When the balls of your feet make contact with the trees, rotate your hands in front of your face with your elbows high. Be prepared to execute a proper PLF if you pass through the trees. If you get hung up in the trees and you do not feel you can safely lower yourself to the ground, stay where you are and wait for assistance.

If you decide to climb down, jettison all unneeded equipment. Ensure that you maintain your advanced combat helmet. Activate the quick release in your waistband. With either hand, apply inward pressure on the ripcord assembly. With the opposite hand remove the top tuck tab. Maintain steady inward pressure and with the opposite hand insert it behind the ripcord assembly and apply inward pressure. Grasp the ripcord handle with the opposite hand, pull it and drop it. With both hands, control the activation of the reserve parachute to the ground ensuring that all suspension lines are completely deployed. Disconnect the left connector snap and rotate the reserve to the right. Attach the left connector snap to the triangle link on your right side. Seat yourself well into the saddle. Activate the quick release in the chest strap and completely remove the chest strap from the chest strap friction adapter. Grasp the main lift web with either hand below the canopy release assembly and with the other hand activate the leg strap ejector snaps and climb down the outside of the reserve parachute. Caution must be taken when climbing down the T-11 Reserve suspension lines because of the slippery coating applied to the suspension lines. Remember, when in doubt, stay where you are and wait for assistance.

The next emergency landing I will cover is the **WIRE LANDING**. If you are drifting towards wires, immediately look and try to slip/turn away. If you cannot avoid the wires, look below you to ensure there are no fellow jumpers and jettison your equipment, making a mental note of where it lands. Ensure that you maintain your advanced combat helmet. Assume a landing attitude by keeping your feet and knees together, exaggerating the bend in your knees, your eyes open, and your chin on your chest. Place the palms of your hands high on the inside of the front set of risers with the elbows locked. When the balls of your feet make contact with the wires, begin a vigorous rocking motion in an attempt to pass through the wires. Be prepared to execute a proper PLF in the event you pass through the wires. If you get hung up in the wires, do not attempt to lower yourself to the ground. Stay where you are, and wait for assistance.

The next emergency landing I will cover is the **WATER LANDING**. If you are drifting towards a body of water, immediately look then slip/turn away. If you cannot avoid the water, look below you to ensure there are no fellow jumpers and lower your equipment. Next, jettison your advanced combat helmet, making a mental note of where it lands. Activate the quick release in the waistband. Disconnect the left connector snap and rotate the reserve parachute to the right. Seat yourself well into the saddle and activate the quick release in the chest strap completely removing the chest strap from the chest strap friction adapter. Regain canopy control. Prior to entering the water, assume a landing attitude by keeping your feet and knees together, knees slightly bent and place your hands on both leg strap ejector snaps. When the balls of your feet make contact with the water, activate both leg strap ejector snaps, arch your back, throw your arms above your head and slide out of the parachute harness. Be prepared to execute a proper PLF if the

water is shallow. Swim upwind, or upstream, away from the canopy. If the canopy comes down on top of you, locate a radial tape, and follow it to the skirt of the canopy.

The next items to be discussed are **MISSION ORIENTED** items.

B-7 LIFE PRESERVER: When jumping the B-7 life preserver, activate it in the air. Lower but do not jettison combat equipment. Once in the water, activate both canopy release assemblies.

NIGHT JUMPS: When conducting night jumps, be sure to give your canopy an extra look, and maintain noise and light discipline all the way to the ground.

AWADS: When jumping under AWADS conditions, do not lower your equipment until you have passed through the clouds. Do not slip/turn unless you have to avoid a collision. If you have any type of malfunction, you must immediately activate your reserve parachute using the pull drop method because you cannot compare your rate of descent with fellow jumpers. Ensure you recheck your canopy once you pass through the clouds.

PARACHUTE LANDING FALLS: We will now move to the PLF platform and conduct one satisfactory PLF in each of the four directions.